

Listing of and Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A suspension for coupling a steer axle assembly to a vehicle frame having first and second longitudinal frame rails, comprising:
a body coupled to an axle beam of said steer axle assembly;
a first arm extending from said body, said first arm comprising a leaf spring sandwiched between said body and said axle beam, said first arm defining an eye at one end through which said first arm is coupled to said frame at said one end and pivotable about a pivot axis disposed proximate said one end and extending transversely to said first and second longitudinal frame rails; and,
a second arm extending from said body in a substantially opposite direction from said first arm, said second arm forming a unitary structure with said body and defining a first guide member connected to said body and received within an aperture defined by a bracket of said frame wherein said aperture is configured to limit lateral movement of said first guide member and said axle beam relative to said first and second longitudinal frame rails, but allow vertical movement of said first guide member and said axle beam relative to said first and second longitudinal frame rails.

2. (Currently Amended) The suspension of claim 1, further comprising A suspension for coupling a steer axle assembly to a vehicle frame having first and second longitudinal frame rails, comprising:

a body coupled to an axle beam of said steer axle assembly;
a first arm extending from said body, said first arm
coupled to said frame at one end and pivotable about a pivot axis
disposed proximate said one end and extending transversely to
said first and second longitudinal frame rails;

a first guide member connected to said body and received
within an aperture defined by a bracket of said frame wherein
said aperture is configured to limit lateral movement of said
first guide member and said axle beam relative to said first and
second longitudinal frame rails, but allow vertical movement of
said first guide member and said axle beam relative to said first
and second longitudinal frame rails; and,

a spring disposed between said axle beam and said frame and
supported by a spring seat defined by said body.

3. (Currently Amended) The suspension of claim 1, further comprising

~~a second arm extending from said body in a substantially opposite direction from said first arm; and,~~

a spring disposed between said second arm and said frame.

4. (Currently Amended) The suspension of claim 1, further comprising

~~a second arm extending from said body in a substantially opposite direction from said first arm; and,~~

a shock absorber having an eye supported on a rod extending
from said second arm.

5. (Currently Amended) The suspension of claim 1, further comprising

A suspension for coupling a steer axle assembly to a vehicle frame having first and second longitudinal frame rails, comprising:

a body coupled to an axle beam of said steer axle assembly;
a first arm extending from said body, said first arm
coupled to said frame at one end and pivotable about a pivot axis
disposed proximate said one end and extending transversely to
said first and second longitudinal frame rails;

a first guide member connected to said body and received
within an aperture defined by a bracket of said frame wherein
said aperture is configured to limit lateral movement of said
first guide member and said axle beam relative to said first and
second longitudinal frame rails, but allow vertical movement of
said first guide member and said axle beam relative to said first
and second longitudinal frame rails; and,

a second guide member disposed within said aperture in said
bracket, said second guide member defining an opening configured
to receive said first guide member.

6. The suspension of claim 5 wherein said first guide member is rotatable within said second guide member.

7. The suspension of claim 5, further comprising means for limiting fore-aft movement of said first guide member relative to said second guide member.

8. The suspension of claim 7 wherein said limiting means includes a snap ring disposed within a groove in said first guide member.

9. (Cancelled).

10. (Currently Amended) The suspension of claim 1
A suspension for coupling a steer axle assembly to a
vehicle frame having first and second longitudinal frame rails,
comprising:

a body coupled to an axle beam of said steer axle assembly;
a first arm extending from said body, said first arm
coupled to said frame at one end and pivotable about a pivot axis
disposed proximate said one end and extending transversely to
said first and second longitudinal frame rails; and,
a first guide member connected to said body and received
within an aperture defined by a bracket of said frame wherein
said aperture is configured to limit lateral movement of said
first guide member and said axle beam relative to said first and
second longitudinal frame rails, but allow vertical movement of
said first guide member and said axle beam relative to said first
and second longitudinal frame rails

wherein said first guide member is rotatable within said
aperture of said bracket.

11. (Currently Amended) The suspension of claim 1
A suspension for coupling a steer axle assembly to a
vehicle frame having first and second longitudinal frame rails,
comprising:

a body coupled to an axle beam of said steer axle assembly;
a first arm extending from said body, said first arm
coupled to said frame at one end and pivotable about a pivot axis
disposed proximate said one end and extending transversely to
said first and second longitudinal frame rails; and,
a first guide member connected to said body and received
within an aperture defined by a bracket of said frame wherein
said aperture is configured to limit lateral movement of said
first guide member and said axle beam relative to said first and
second longitudinal frame rails, but allow vertical movement of
said first guide member and said axle beam relative to said first
and second longitudinal frame rails

wherein said body includes first and second legs disposed
on opposite sides of said bracket and configured to receive said
first guide member.

12. The suspension of claim 11, further comprising means
for limiting fore-aft movement of said first guide member.

13. The suspension of claim 12 wherein said limiting means
includes a snap ring disposed about said first guide member and
abutting one of said first and second legs.

14. The suspension of claim 1 wherein said bracket and
said first guide member are disposed at least partially above
said axle beam.

15. The suspension of claim 1 wherein said bracket and
said first guide member are disposed on one side of said axle
beam.

16-17. (Cancelled).

18. (Currently Amended) The suspension of claim 17
A suspension for coupling a steer axle assembly to a
vehicle frame having first and second longitudinal frame rails,
comprising:

a body coupled to an axle beam of said steer axle assembly;
and,

a first arm extending from said body, said first arm
coupled to said frame at one end and pivotable about a pivot axis
disposed proximate said one end and extending transversely to
said first and second longitudinal frame rails; and,

means for limiting lateral movement while permitting
vertical movement of said body and said axle beam relative to
said first and second longitudinal frame rails

wherein said means for limiting lateral movement while
permitting vertical movement further includes:

a bracket connected to one of said first and second
longitudinal frame rails and defining an aperture;

a male guide member coupled to said body and
configured to be received within said aperture; and,

a female guide member disposed within said aperture,
said female guide member fixed against rotation relative to said
bracket and defining an opening, said male guide member received
within said opening in said female guide member and rotatable
relative to said bracket and said female guide member.

19-20. (Cancelled).